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OPHTHALMIC OPTICIAN.
21, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1840

October 26, 1920, Temperature 69. Barometer 29.99. Rainfall 0.00 inch. Humidity 77. October 26, 1919, Temperature 67.

No. 18,091.

二拜禮

號六廿月十年十二百九千一英

HONGKONG, TUESDAY, OCTOBER 26, 1920.

日五十月九年九百九千一

PRICE \$3.00 Per Month

BUSINESS NOTICES

IDEAL BEVERAGES

Watson's DRY GINGER ALE
There is something quite unique about its "dryness." Most refreshing and invigorating.

Watson's P. YERIS
Sparkling Mineral Table Water. Healthful and refreshing. Blends excellently with Whisky.

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Refreshing, invigorating and stimulating. The temperance Champagne. An ideal beverage for tennis parties.

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(THE EUROPEAN GARAGE)

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Tels. 432 & 2552.

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**DIRECTORY OF MERCHANTS,
MANUFACTURERS AND SHIPPERS
OF THE WORLD.**

For Particulars See Advertisement on Page 10.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE AND MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

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MILLINERY

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Smart Trimmed.

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THE CHRONOMETER AND WATCH MAKER
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ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

DONNELLY & WHYTE.
WINE MERCHANTS.
Tel. 634. Tel. 634.

TO-DAY'S CABLES.

(Routings Service to the China Mail.)

THE COAL STRIKE.

AMERICAN LABOUR AIDS BRITISH MINERS

HAMPERING EXPORTATION

NEW YORK, October 24.

The Central Federated Union, which proposes to aid the coal miners of Britain by hampering the exportation of coal, has passed a resolution asking the Government to return to wartime control of distribution. The Longshoremen's Union announced that it would urge fellow-workers not to load coal except what was necessary to meet the requirements of vessels.

FRENCH TRADE.

INCREASED IMPORTS AND EXPORTS.

PARIS, October 24.

French imports for the first nine months of 1920 are valued at 27,189,000,000 francs, and the exports at 16,500,000,000 francs, increases of 2,500,000,000 francs and 9,850,000,000 francs, respectively, compared with the corresponding period for 1919.

SWEDISH POLITICS.

WHY THE CABINET RESIGNED.

STOCKHOLM, October 23.

The resignation of the Cabinet was due to the refusal of the Liberals to co-operate with the Social Democrats in the formation of a coalition government. The Social Democrats did not obtain an absolute majority at the recent elections.

NON-PARTY CABINET OF EXPERTS.

STOCKHOLM, October 24.

After conferring with the leaders of the Conservative and Liberal Parties, the King requested Baron Louis Degeer, Governor of the Province of Christianstad, to form a non-party cabinet of experts.

CHINESE IMPORT DUTIES.

OBJECT OF NEW SINO-AMERICAN TREATY.

WASHINGTON, October 22.

The State Department explains that the new Sino-American Treaty providing for graduated increases of import duties into China on tobacco, sugar, spirits and luxuries instead of the present 5 per cent. flat rate, is designed to make effective as regards imports to China the revised tariffs recommended by the International Tariff Commission at Shanghai in 1918. These schedules have been accepted by the other parties to the Treaty of 1903 under which import duties to China are limited to five per cent. ad valorem.

ST. JOHN'S CATHEDRAL.

ORGAN RECITAL.

There was a good attendance at St. John's Cathedral last night when Mr. Denman Fuller, F.R.C.O., I.R.A.M., gave a recital, assisted by Mrs. W. H. Bell as vocalist. The programme included some well known compositions all of which were splendidly rendered and the same may be said of Rubenstein's "Melody" in F. The outstanding item was probably Gullmeier's Grand Choeur. Mr. Fuller also played "The Storm" by Lemmens which is always a favourite here. Mrs. Bell sang "The Lord is my Shepherd" (Handel) and "The King of Love" (Gounod) doing well in both. Mr. Denman Fuller gave his organ recital last evening under exceedingly difficult conditions. The sudden dryness of the last few days has played havoc with the Cathedral Organ and although every possible precaution to cope with it has been taken, one of the heavy pressure reservoirs split from end to end yesterday and leaks developed at once in the whole of the wind system so that it was impossible to get enough wind to use the instrument to any extent. A large section of the organ had at once to be opened up and the defective parts leathered, repaired and screwed in order for the instrument to be used at all. This work was only finished an hour or so before the recital and Mr. Denman Fuller had to play a heavy programme physically fatigued and without having had any chance of playing it through before hand. The difficulty of such a task can hardly be appreciated by those unfamiliar with the labour necessary to keep a large organ in good condition in such a climate as this or who are unaware of the strain of playing heavy programmes on a large instrument without proper time for their rehearsal.

A farewell dinner will be given to Mr. B. Tanner, Head Master of Queen's College, this evening by Mr. Lee Hing at his residence on the occasion of Mr. Tanner's departure for England. The members of the European and Chinese Staff of Queen's College will also be present and a very enjoyable evening should be spent.

SINKING OF A STEAMER.

JUDGMENT AT LAST.

A LONG DRAWN OUT CASE.

On Oct. 11 judgment was given in the Osaka Chibo Saibansho in a long-drawn-out case, in which Messrs. Murakami & Co., of Akita prefecture, claim from the Osaka Shosen Kaisha damages, amounting to ¥3,322,925, on the ground that the loss of the steamer "Fukui Maru" (2,118 tons) in a collision with the O.S.K. steamer "Tsushima Maru" on April 26th, 1915, off Korea was due to negligence on the part of the Captain of O.S.K. steamer. The verdict went against the Osaka Shosen Kaisha, and the shipping company was ordered to pay to the plaintiff firm ¥1,849,955 as damages. The suit was instituted in October 1916. At first, the damages claimed were ¥220,000. This figure was subsequently increased to ¥380,000. With the steady advance in the price of vessels and charterage, consequent upon the European hostilities, the sum claimed as damages continued to rise. The plaintiff firm estimated the price of the lost ship at ¥1,812,750, and the charterage, which it thought would have been realized from the steamer's voyage, from May 1915 till December 1917, at ¥1,510,175, claiming the total of ¥3,322,925 as damages. In fact, the amount of the original claim was multiplied almost sixteen times. It is said that in point of the sum of damages claimed the present case constitutes a record in the Osaka Chibo Saibansho, and that the result of the suit would affect the rate of dividend to be declared by the Osaka Shosen Kaisha. Naturally, it has been claiming much attention in shipping circles.

The Englishman says: Now that India is on the edge of developing an industrialism of her own what is badly needed is a new and complete economic survey of the country. No one knows exactly what the resources of India in the way of raw material are. We are not even sure on scientific lines much Indian capital, now locked away in hoards or in banks, might be forthcoming.

THE DOLLAR.

Today's closing rate 3/10 1/2
Today's opening rate 3/10 1/2

EARLIER TELEGRAMS.

(Routings Service to the China Mail.)

OIL FOR FRANCE.

PARIS, October 21st.

It is generally believed that the subsidiary Standard Oil Company, entitled the Standard France-American, in addition to the Standard Oil Company's products on the French market, will devote a considerable capital to the exploration of petroleum strata in France and the French Colonies in order that France may have a national supply of oil, which will be invaluable by the fact that the Standard Oil is in war-time. The company for the first time, has undertaken an enterprise where the control is left to non-American capital.

ALASKAN AERIAL EXPEDITION.

NEW YORK, October 21st.

It is understood that the Commander of the Alaska Aerial Expedition recommends a regular aerial service to Alaska and reports that he frequently sighted herds of reindeer, caribou, bear and mountain sheep. The Indians find the approach of the machines.

MINNEAPOLIS, October 21st.

Four United States Army aeroplanes, which started on July 15th for a trip to Alaska and back, have completed a round trip of 9,000 miles. The object was to establish an aerial route to the north-west corner of the American continent and photograph otherwise inaccessible areas in Alaska.

FIRE ON "ZACA."

PORT OF SPAIN (Trinidad), Oct. 22nd. The British cruiser Camorion and the Canadian Government steamer Farmer succeeded in beaching the United States Shipping Board steamer Zaca on which a fire had broken out. Efforts are being made to arrest the flames by flooding the hold.

DAYLIGHT BANK RAID.

CLEVELAND, October 22nd.

An attempt on the part of thieves to carry off \$50,000 from a safe from the Cleveland Trust Company's Bedford branch, in broad daylight, was foiled by a brave clerk, Petre, who gave the alarm to the town. A pistol battle followed. Two bandits were killed. Petre was seriously wounded. Four robbers were captured, four escaped. The money was recovered intact.

WAR FINANCE CORPORATION.

WASHINGTON, October 22nd.

The Bankers' Association has decided to request President Wilson to re-organize the War Finance Corporation for the purpose of aiding the export of cotton, wheat and other agricultural products.

U.S. PRESIDENTIAL CAMPAIGN.

NEW YORK, October 21st.

The Presidential campaign is becoming acrimonious.

Governor Cox, in a speech at Boston, denounced Senator Harding and Senator Lodge for opposition to the League of Nations, and described Senator Lodge as "the arch-conspirator of the age." He declared that Senator Harding was deliberately attempting to deceive the people on the League issue.

Mr. Elihu Root, in his first campaign speech at Carnegie Hall, declared that Article X of the Covenant of the League meant a throwback to the old discredited League. He was of opinion that a large majority of Americans earnestly desired an organization of civilized nations which may co-operate to prevent future wars, and that the United States should do her full share in it. He urged that the provisions of the Covenant should be changed to meet American objections.

STRAITS RUBBER FOR RUSSIA.

LONDON, October 22nd.

In an interview, Mr. W. F. Bagan, who, on behalf of the Rubber Planters' Union, has arranged a two million sterling contract for supplying rubber to Russia, said that the rubber will be delivered from March, 1921 to December, 1922 and declared himself satisfied with the arrangement by which the rubber will be paid for in Russian paper currency, while for 1922 gold will be paid in Amsterdam. He emphasized that the money paid by Russia in the deal will be switched on to the Federated Malay States, the British Government drawing the Excess Profit Tax, thus helping to reduce the National Debt.

CHINESE STUDENTS IN FRANCE.

MARSEILLE, October 21st.

A hundred Chinese students, including six women, have arrived on board the mail steamer, Andre Delon, to study the French language and commercial methods. The students will be distributed among schools and colleges in France. The party is accompanied by Kuo Lou, Director of the Peking Observatory and two Chinese professors of the Angewandte Schule, Peking, who are responsible for the well-being of the students.

NEW SINO-AMERICAN TREATY.

WASHINGTON, October 21st.

The Sino-American Treaty has been signed providing for graduated increases of import duties on tobacco, sugar, spirits and luxuries from China, instead of the present 5 per cent flat rate.

BUSINESS NOTICES

J. T. SHAW

TEL. 632

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AND

WINTER

THE CHEERFUL INFLUENCE OF FINDING JUST THE RIGHT HAT

A STETSON WILL IMPROVE YOUR APPEARANCE. CALL IN AND LET US SHOW YOU JUST THE HAT THAT WILL SUIT YOU.

SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

WE NOW HAVE LARGE SUPPLIES OF
BEEBLE VIRUS.

HARMLESS TO DOMESTIC ANIMALS, SAFE AND CLEANLY TO USE, BUT MOST EFFECTIVE IN THE EXTERMINATION OF COCKROACHES.

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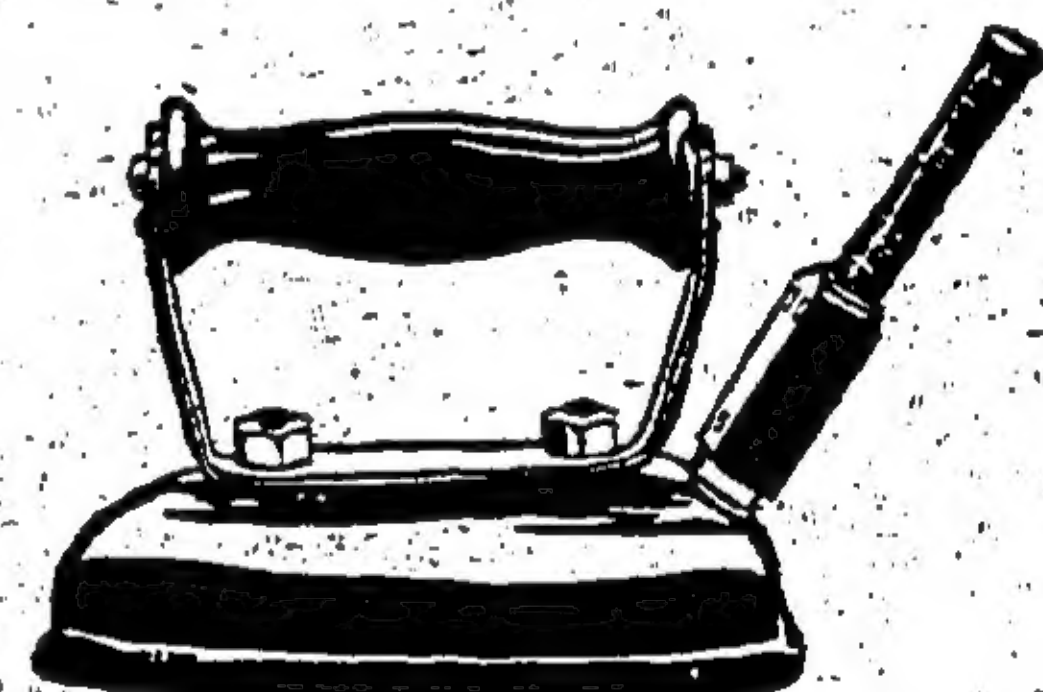
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COFFEE PERCOLATORS, SAUCE PANS.

A LARGE SELECTION. MODERATE PRICES.

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WHISKIES.

MacGregor's V.O.S. Johnnie Walker Red Label
Extra Special Finest Liqueur. Johnnie Walker Black Label

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

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PEKING SYNDICATE LTD.

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G. MOUSSION.
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Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Office and
Residence
A. S. C. 4th & 5th Editions.
A-1 Telegraphic Code.

PUBLIC AUCTIONS

THE Undersigned favoured with instructions from the Liquidators will sell by Public Auction

THURSDAY

The 26th October, 1920, commencing at 2.30 p.m. on the premises of the Corinthian Yacht Club.

The Club Furniture, &c., &c.
Comprising:
Bar and Canteen, Ice Chests, Table and Chairs, Bookcase, &c., Telescopes, Binnoculars, Clock, Book on Yachting, &c., Large Iron Safe and Stand, Flagstaff, International Code Flag Bunting, &c., Two Dinghies, 4-Oared Racing Boat, 2 Sporting Guns and Slip Way Complete.

Terms:—Cash.
On view day of sale or by arrangement.
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 21, 1920.

PUBLIC AUCTION

OF THE
Valuable Leasehold Property
SITUATE AT
Victoria, Hongkong, and registered in the Land Office as Section "B" Marine Lot No. 90, and the Building thereon.

To be sold by order of the Mortgagees by

PUBLIC AUCTION

on
WEDNESDAY,
the 1st day of November, 1920, at 12 noon, in One Lot

by
Messrs. HUGHES & HOUGH,
Auctioneers,
at their Auction Rooms in Des Voeux Road Central.

The Property is situated in the Western District and consists of:—

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Section "B" Marine Lot No. 90 and is covered by Premises known as 3 and 4, Wilmer Street, two Stories Chinese Godowns built of brick with tile roofs, held for the residue of a term of 999 years created therein by a Crown Lease dated the 24th day of September 1856 and made between Her late Majesty Queen Victoria of the one part and Adam Scott of the other part.

Vacant possession will be given on completion.

Particulars and Conditions of sale may be had from:—
Messrs. DEACON, LOOKER,
DEACON & HARSTON,
1, Des Voeux Road Central
Vendor's Solicitors,
or from
Messrs. HUGHES & HOUGH,
The Auctioneers.

Hongkong, October 9, 1920.

FOR SALE

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

The Motor Yacht "IRENE"
Built 1916. Had very little usage. Hull.....Teakwood.
Length, water line 20' 9" over all 35ft.
Beam.....7 ft.
Draft.....3 ft.

Motor "Scripps" Heavy Duty 14 H.P. Complete with lavatory, refrigerator, suit of sails and all accessories. Price and full particulars may be had from the undersigned.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 6, 1920.

FOR SALE

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A private collection of about 250 Chinese Snuff Bottles including many rare specimens

with cabinet
Owner leaving the Colony.
Particulars from the undersigned
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, October 12, 1920.

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

FOR SALE

FOR SALE—TWO LANCASHIRE BOILERS, length 28 feet, diameter 3 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. Lindsay, Burns & Co., Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply BUTTERFIELD & SWIRE HONGKONG.

TO LET

TO LET—From NOVEMBER 1st, new three-roomed EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension), fifteen minutes by rickshaw from Hongkong Ferry, and five minutes walk from Yau-mai Ferry. This property can be let as eleven self-contained houses each with nine living rooms and adequate kitchens, baths and servants' rooms, or as separate three roomed flats. The rooms are large and cool, facing east with an open prospect. Very moderate rental. Apply J. CHAN CHAN, Architect & Surveyor, 14, Queen's Road Central.

N.B.—Official information has been received that a Government regulated Motor Bus Service will shortly be inaugurated in this district. This service will run to a fixed timetable, and will provide speedy and comfortable access from the Ferry to these flats.

INTIMATIONS

NOTICE

THE BRITISH COMMONWEALTH INSURANCE CO., LTD.
(Incorporated in England)

HAVING been appointed Fire Agents in Hongkong, Canton, Macao and Swatow, by the above named Company, we are prepared to issue Policies at current rates.

UNION TRADING CO.
Princes Buildings,
Hongkong, October 23, 1920.

OLD ALLEYMAN DINNER

IT is proposed to hold a DINNER on SATURDAY, the 30th of November, 1920. Will all "Old Alleyman" wishing to attend, send in their names to the undersigned as soon as possible. It is hoped that all "Old Alleyman" both in Hongkong and Canton will participate.

Time and place will be notified later.
E. L. DENNIS,
Hon. Secretary,
OLD ALLEYMAN SOCIETY,
Hongkong, October 25, 1920.

LONDON DIRECTORY

with Provincial & Foreign Sections, enables traders to communicate direct with
MANUFACTURERS & DEALERS in London and in the Provincial Towns and Industrial Centres of the United Kingdom and the Continent of Europe. The names, addresses and other details are classified under more than 4,000 trade headings, including:
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DEALERS SEEKING AGENCIES can be printed at a cost of £1. 10s. 0d. for each trade heading under which they are inserted. Larger advertisements from £2 to £15.

A copy of the directory will be sent by parcel post for £2, nett cash with order.

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YAPANESE
BOOTS AND SHOES
MADE TO ORDER.
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HONGKONG, OCTOBER 6, 1920.

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Mr. HONDA and Mrs. HONDA.
Trained Massage Masters.
12 years' experience.
Formerly of Tokyo Military Hospital.

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RESIDENCES IF PREFERRED.
No. 24, Wyndham Street,
(Opposite to the China Mail).

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Not Redeemable.

PRICE OF ISSUE 100 FRANCS.

Interest payable twice a year on 15th June and 15th December; first semi-annual interest to be paid on 15th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th inst. up to the 25th of November next.

BANQUE DE L'INDO-CHINE.

L. BERINDOAQUE,

Manager.

Hongkong, October 14th, 1920.

Now Ready For Distribution
1920-1921
GROCERY LIST
AND
CATALOG OF
WINTER CLOTHING

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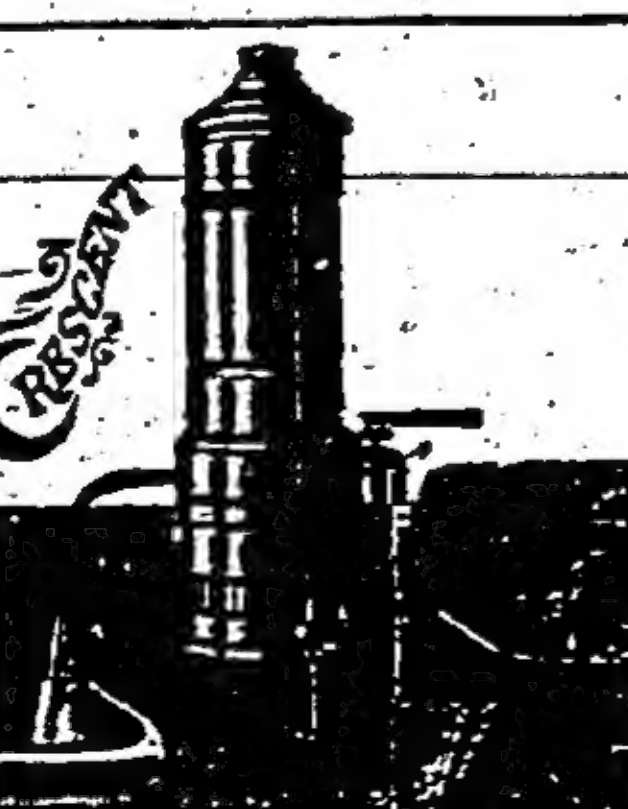
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SILK STORE,
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Self-toning Papers,
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For Gas and Oil
Unlimited Hot Water.

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Vertical Combination Cabinets
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Waste Paper Baskets

MUSTARD & COMPANY

17, Connaught Road Central,
Telephone No. 1188.

A GIRL STOWAWAY.

TEN DAYS IN HOLD.

WAS DEEP IN WATER.

Few women have suffered so much for love's sake as Miss Jean Tucker, of Portsmouth, England. She is only 22 years of age. After spending ten days in a black hole, 4ft. by 6ft., in the extreme bow of the American liner "Philadelphia," she was drawn up through a manhole on Monday night. Miss Tucker, who was covered with grime and suffering excruciating pain from rheumatism, was then too weak to stand. During the dreadful days of her experience the woman, who was attired in man's overalls was up to her waist in water. Rats swarmed over her, when she was overcome by illness and weariness, and tried to sleep. Whenever the ship rolled she was dashed from side to side of her prison, suffering, moreover, the agonies of sea-sickness. The only air which came to her was through a locker overhead in which potatoes had been stored.

Of food and drink she had as much as she could take, as it was passed down to her by a stoker, for whose sake she had hidden herself while the ship was lying at Southampton. Once, she said, she had given herself as the "Philadelphia" up for lost. This was when a shock as of a collision against a bow-plate beside her threw her off her feet. The noise was repeated several times, and she concluded that the liner had struck a rock and was pounding upon it. The officers understood at once that she had heard a whale into which the ship had run, as it flailed the bow with its great tail until it was released when the liner was backed away from it.

It was through the actions of the girl's stoker sweetheart, Edward Manning, who is alleged to have smuggled her aboard, and of one of his mates, James Fallon, that she was discovered by the officers.

Women steerage passengers had complained of the loss of clothing and various articles. On Monday night, many hours after the ship had been docked, Manning was noticed on deck with a bundle of woman's clothes.

While the officers were questioning him, they heard screams below in the bow of the ship, and, rushing to the main deck, caught Fallon, they say, trying to pull Miss Tucker through the manhole.

The two stokers were locked in the brig for the night, and later were removed to the Tombs Prison by the police, pending their arraignment on a charge of violating the law by attempting to smuggle an alien into the country. Manning is said to be an American citizen.

After receiving medical attention, Miss Tucker was sent to the immigration station at Ellis Island, where she is detained.

She said she had been induced to undertake the adventure because Manning had threatened to commit suicide if she would not come to New York and marry him.

NOTICES

XMAS SALE

For another 15 days only.
From 16th to 31st inst.

EVERY THING SUITABLE FOR XMAS PRESENT.

Come Early! Great Reduction Don't Miss the Opportunity!

SWATOW DRAWN WORK CO.,

14, Des Voeux Road, Central. Phone No. 2362.

RENAULT.

FRENCH MOTOR CARS.

We are now receiving orders for the following types of RENAULT CARS to be shipped from FRANCE at an early date.

10 H.P. TORPEDO 4 cylinder, 3 speeds, 4 seats...\$2,950
12 H.P. TORPEDO 4 cylinder, 4 speeds, 4 seats...\$5,100
7 TON CAMION, Type used by the French Army during the war...\$8,500

Net price ex godown Hongkong.

Everybody who needs a good car should buy a RENAULT.

Economical both as regards fuel consumption and mechanical upkeep.

Will run for years without repairs.
RENAULT CARS built 15 years ago are still in use to-day.

Full particulars on enquiry.

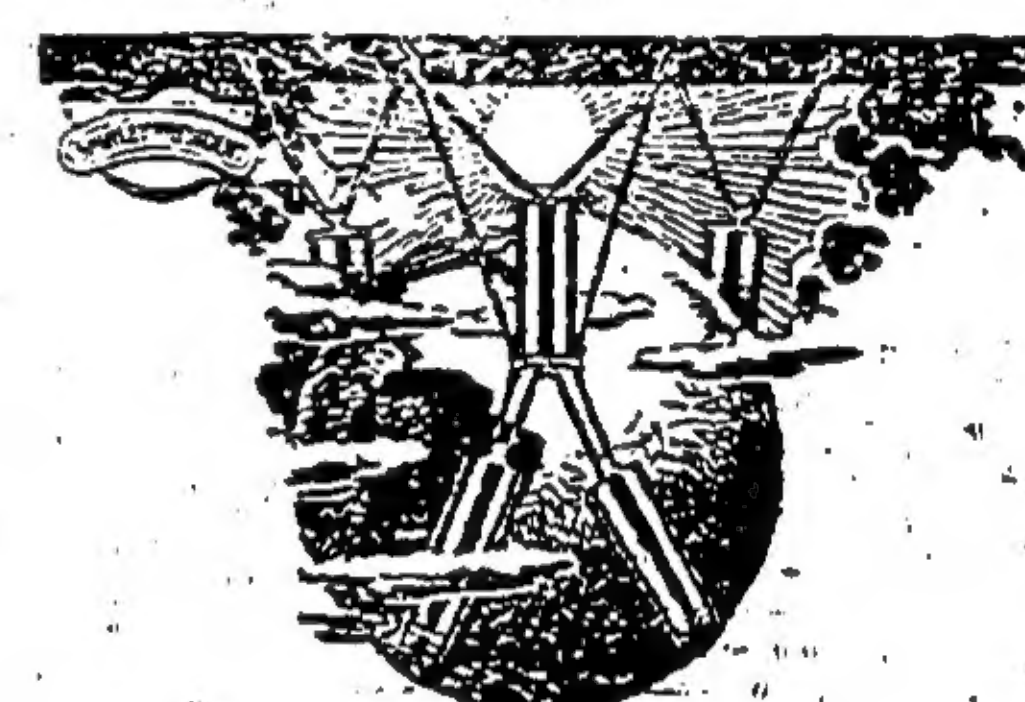
All prices are subject to fluctuation. Cars will be sold at the prices ruling on the date of shipment.

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Guaranteed by the makers.
Look for the name "Shirley President" on the buckles—this is your guarantee.

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Shirley, Miss, U.S.A. Established in 1870.
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Variety of Uses.

The uses to which LEA & PERRINS' SAUCE can be put are innumerable.

At Luncheon, Dinner or Supper, it is the ideal sauce for Roast Meats, Fish, Game, Cheese, Salad, etc.

In the Kitchen, it is indispensable to the cook for flavouring Soups, Stews, Gravies, Minced Meat, etc.

In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with Soda-water.

Lea & Perrins
The Original and Genuine
WORCESTERSHIRE

BUY YOUR STATIONERY FROM US.

We Keep the Finest
Stocks Complete.

PRICES MODERATE.

DEB A WING & CO.

Paper Merchants
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AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

WATSON'S FINEST OLD BROWN LIQUEUR BRANDY

25 YEARS IN WOOD.

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ALWAYS HAVE A VERY LARGE AND CHOICE
VARIETY OF FABRICS FOR ALL OCCASIONS.

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CHIFFON VELVETS— FOR EVENING
GOWNS OR WRAPS.

FOULARD DRESS LENGTHS, FOR AFTERNOON WEAR.

MARRIAGE.

ROSSER-WILLIAMS.— On October 25, at St. John's Cathedral, Hongkong, by the Rev. E. W. L. Martin, Alexander James Weekes Rosser, only son of Mr. A. W. Rosser of Wimbledon, to Jeanette, eldest daughter of Mr. and Mrs. J. T. Williams, of Peterchurch, Hereford.

The China Mail.

TRAFFIC, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, OCT. 26, 1920.

THE SHIPPING DISPUTE.

The North China Daily News on October 20 came out with a leader, evidently meant to be impartial, in which it advised the shipping companies to accept arbitration. "The spirit of the age favours arbitration," it said, "and if the Companies refuse, it will be difficult for them to escape odium, however clear their case may be." That is the issue, and that was the point, emphasised by the China Mail. The minute we saw the copy of the memorandum from the Shanghai Consulate, quoted by the China Mail on October 18, we saw where the Companies stood on this issue. The agreement of 1916, providing for a Board of Adjustment, and failing that for Arbitration, said that future disputes "may be" so referred. The Guilds failed to notice the absence of "shall be," and, as the N.C. Daily News points out, "it is certainly reasonable to suppose that the Guilds intended to get permanent machinery of arbitration and believed they had got it." On the document as it stands the lawyers will certainly say they did not get it, for "may" does not equal "shall"; but as the China Mail argued on October 18, the issue does not depend on the textual niceties of any such document. The principle of arbitration is established by general consent, on our Shanghai contemporary expresses it, by favour of "the spirit of the age." Either party refusing to refer and submit to arbitration puts itself in the wrong at once. The Companies contend, according to our contemporary, that this Board of Adjustment was set up to deal only with the dispute of 1916, and automatically disappeared when the terms of that settlement had disappeared. They certainly refused to call the Board

terms. (We recall the recent local instance in which the companies objected to an impartial expert.) So instead of getting real arbitrators, they get prejudiced champions and special pleaders, whose only chance for agreement lies in splitting the difference. Arbitration should not be like that. When the Guilds asked, first for 50, and then for 30 per cent. increase, the Companies offered 10 as their best and final word. Genuine arbitration would ignore both demand and offer, and consider the terms de

more, from the roof. With this in view we can agree to a suggestion by our Shanghai contemporary, and advise the Guilds not to quibble against it; that the Companies should agree to arbitration, but on condition that "the whole position be surveyed as from the conclusion of the last arbitration in 1917." Moreover, arbitration should work both ways. Certainly. Who ever dared to say it should not? If we heard of the men objecting to arbitration to consider a proposed reduction of wages, we should side with the employers and against them. But our contemporary indulges in still another suggestion with which we cannot agree. Indeed, we violently and vehemently disagree with it. It is suggested that "the Companies might circulate the whole of their Floating Staff with a simple statement of the financial position, the present claim to remain in abeyance pending the men's vote." We know these "simple statements," in which figures are ingeniously juggled with for the deceiving of simple men. We admit, of course, that the Guild members are "not ignorant labourers." Neither are we; but we should employ an expert accountant to analyse such figures for us. A man may not be "ignorant," and yet be diddled by wangled figures. This form of prospectus art has been brought to wonderful pitch of excellence, and we presume that the shipping companies can afford to employ artists. We have already had a first instalment of evidence that they can and do.

COAL STRIKE.

Now it would seem there is yet hope that the coal strike will not take place. Men and Ministers still talk terms; the transport workers postpone their sympathetic strike. Having gone so far, the men would not have stopped without some pledge of honest treatment.

In our notes yesterday we omitted to explain that the Ministers prefer these coal profits to fair taxation, which would cost them votes. Fisher, the education man, was not the "hon." when he said the coal profits under control were an "estimate and an estimate only." They are, as yesterday's figures showed, tangible assets. The Ministers prefer the "indirect taxation" of making the Home coal consumer pay to additional burdens on the producers whom they have already annoyed. Hence the stubborn fight they have made. They are fighting for existence—as Ministers. But as the strike would end their careers, they seem ready now to choose the other chance.

INCIDENTAL ARGUMENT.

The next most amusing thing to hearing illiterate men arguing about religion is to hear half-educated men arguing economics, labour questions, etc. A favourite impasse is the rival claims of labour and of capital as "creators" of wealth. No wealth without labour, says the worker, and no productive labour without contrivance, retorts the capitalist or pro-capitalist. We have seen it argued on the bogus analogy of Mr. Denman Fuller and his organ-blower. The part played by physical labour in the production of wealth is not more important, this one said, than the part of the organ-blower in the production of music. Even for Fullerian music the blower is indispensable, although by himself he could not produce one chord. But wealth is not music nor music wealth. Nor is this where the oversight came in, is capital, contrivance. Capital is the product of labour plus contrivance, and every labour dispute should have for its main issue the sharing of the produced wealth between the workers and the contrivance. If every capitalist were a contrivance-producing production—the problem would be simpler. But society has managed to get itself into a blind alley where capital itself (which Nature provides, and work-plus-contrivance reaches forth and takes) arrogates rights and claims. We must also consider carefully what we mean by contrivance. All labour has a little contrivance mixed with it, even in the simplest forms of drudgery. But the claimant contrivance is that which directs and organizes labour. On the favourite "desert island" of the debater, where society's notions of equity would be simpler than

ours are, it would be agreed that the contrivance, as having the easier and pleasanter job, should be content with equal or even smaller shares of the product. We give them more, and their appetite has grown until labour's claims seem to them preposterous. Moreover, mere ownership of capital previously contrived and worked for, puts in extravagant claims to participate.

LOCAL AND GENERAL.

Two cases of enteric fever, one British and one Chinese, were reported on Saturday.

A Chinese girl, 13 years of age, was on Saturday sent to the Government Civil Hospital, suffering from a dog bite.

The approaching wedding is announced of Mr. A. F. P. da Silva, of Kowloon, to Miss V. E. Guereiro, of Macao.

On account of the present unsettled conditions at Canton the through train service has been suspended.

The "Nanking" brought six American priests who go to reinforce the station at Yung-kong. Pending their departure they are living at the French Procurement Building.

Offers are invited by Messrs. Mackinnon, Mackenzie and Co. for the purchase of five ex-enemy steamers including the Chaw Fa, Manila, Kwong Eng, Wong Koi and Teo Pao.

As soon as the extension of the new College in Kennedy Road is completed St. Joseph's College will be converted into residential tenements. The building on Robinson Road will continue to be used as a school.

Two plots of Crown land (Inland lot No. 2312 and Kowloon Inland lot No. 1402) were auctioned at the offices of the Public Works Department yesterday afternoon. The first lot, which has an area of 28,215 sq. ft., was sold to Mr. Wu Sik for \$82,822. The annual rental is \$162. There was keen competition for the second lot which consists of 14,681 sq. ft. of land, the annual rental being \$168. Mr. Chow Tin Pong, of No. 55 Bonham Strand, was the purchaser, paying \$38,500, or double the upset price.

The various convents, especially the Italian Convent, are now congested with refugees (women and children) from the war-stricken districts in the interior. Some are not Christians, but as they are relatives of followers of the faith they are given assistance. Many refugees are also being looked after by Chinese Catholic families at Yuenai, Kowloon. Hunghom and Teintatsui. When circumstances admit of their returning to their villages, the Catholic Mission will see that they are provided with passages.

A message to the Japan Advertiser on October 15 stated that Mr. A. Gregory of Jardine, Matheson and Company of Yokohama was struck by a train near Shioya the previous night, and so badly injured that he died soon afterward. Mr. Gregory was returning home after a reception to the crew of the submarine supply ship "Titania" at Captain Watson's home. He and his friend, Mr. A. B. Elton were walking home together. Mr. Elton narrowly escaped being injured. Mr. Gregory is survived by his widow and a four months old baby, both of whom are now in Yokohama.

Coal plays such an important part in the industrial world today that it is hard to realise that 180 years ago the colliers could go on strike without attracting the slightest attention. It is recorded that in 1765 the colliers went on strike for some weeks, yet none of the principal papers recorded it. It is suggested, however, that the absence of comment was not without a reason, the grievance of the colliers being such as to reflect badly on the mineowners. In an appeal for subscriptions to a fund for the victims of a colliery disaster in 1787 the Newcastle Journal stated that details of the disaster were omitted, "as we have been requested to take no particular notice of these things." Colliery disasters in Japan receive almost as scanty description. Japan Chronicle.

Mr. Ohata, Japanese Minister in Peking, Kokusai informs us, has told the Chinese Foreign Office that one of Japan's immediate intentions is to root out malcontent Koreans from Manchuria. This, observes the Japan Chronicle, is very much as though Sir Auckland Geddes called on Mr. Bainbridge Colby and told him that, in pursuance of Mr. Lloyd George's plans for the pacification of Ireland, all the troops that Canada could spare were coming over to root out the Irishmen from the United States and that some more troops were coming over from England to assist in the good work. If Sir Auckland did such a thing Mr. Colby would probably telephone for a doctor and a strait waistcoat, under the impression that the British Ambassador had "a brainwave." But what would be considered frantic in Washington is the calmest actuality in Peking.

LOCAL AND GENERAL.

Among the passengers who left Hongkong by the C.P.O.S. "Monteagle" was the Hon. Mr. John Johnston.

Owing to a sudden depression in the motor trade, Sopwith Aviation and Engineering Works at Kingston are closed, the company having decided to go into voluntary liquidation. About 1,600 hands are being discharged.

A soda fountain at which, it is alleged, "lemon" meant gin, "soda" whisky, and "ginger" brandy, is on exhibition at the New York Customs. Prohibition agents noticed that the establishment was having a remarkably large patronage, and they raided the latest thing in soda fountains.

The following officers have been appointed to ships on the China Station—Acting-Lieutenant R.A.J. White to the "Cicala," river gunboat; Acting-Lieutenant H. S. Rogers to the "Cricket," Lieutenant L. A. Bertram to the "Cricket," and Commissioned Gunner W. Casack to the "Tamar," Hongkong, for charge of the torpedo stores of that base.

The keel of the new Japanese battle cruiser "Amagi" will be laid at the Yokosuka naval yard toward the end of this month. The "Amagi" is designed to have a displacement of over 41,000 tons and will be the largest warship of the Japanese navy carrying a few 41 millimetre guns and several 61 millimetre torpedo tubes. On her completion she will be a powerful addition to the Japanese navy.

It is very often the case in Japan that village festivals of tutelary gods, which are now in full swing in many places, are the occasion for bloody fights between inhabitants of the hamlets who have been at daggers drawn. Such a conflict recently occurred between the carriers of sacred cars, belonging to different hamlets at Sena-mura, Osaka-fu. In the fight some 30 villagers were injured, some of them seriously.

Other arrivals in Shanghai noted this week from Hongkong—presumably for the Autumn Races—are Mr. Soares and Mr. Cassel, both of them well-known owners in the Southern port. I hear excellent reports of the training work of Hongkong Chief, one of Sir Ellis Kadoorie's Stable, but unless the pony has vastly improved since his last public appearance I cannot say I am a lover of his chances when it comes to actual race conditions, observes "Janix" in the Shanghai Mercury.

According to the latest figures compiled by the census takers, the foreign population of Yokohama numbers 6,801, of which 4,140 are men and 2,661 women. Following are the number of foreigners in Yokohama by nationalities: Chinese, male 2,455, female 1,481; British, male 615, female 429; Russian, male 311, female 192; American, male 288, female 234; German, male 162, female 115; French, male 77, female 59; Portuguese, male 49, female 18; Swiss, male 22, female 21; Dutch, male 16, female 13; Danish, male 16, female 4.

Eight gaily decorated and illuminated tramcars, symbolic of the glory and beauty of Japan, will be sent through the streets of Tokyo from November 1 to 6 in honour of the dedication of the Meiji Shrine. Altars will be erected in practically every street of the city, while the people will go to the Meiji Shrine to worship and pay homage to the late Emperor. Booklets containing 100 poems in honour of the Emperor Meiji will be printed by the municipality and distributed to the people at large. The cars will be named and decorated as follows: *Yatano Kagami* (Yatagami meaning mirror, one of the three divine symbols of the Imperial family), *Light of the Nation*, the Imperial Crest (chrysanthemum and paulownia), *Phoenix*, *Flower Wheel* (a bed of chrysanthemums), *Fachyo Koyo Mats* (shaded pine trees), *Glory of the Nation* and *Himalayan* (cuckoo).

If American calculations are correct—and I have no reason to doubt that they are very far out—there is a writer in a London paper, they have nothing to fear in shipbuilding so far as Japan is concerned. Provided that the two great naval rivals proceed with their respective shipbuilding programmes, so far as they have been disclosed, the United States will have a super Dreadnought fleet on either American seaboard equal to and in some respects superior to the combined Japanese fleet. American experts say that they could afford to put a preponderance of guns and guns in the Pacific, whilst standing off any hostile force that might make its way from the East or nearer home. Tonnage and guns are not, but men; for the U.S. fleet is immensely outnumbered, as Mr. Daniels knows only too well. Everybody knows that it was with difficulty that the U.S. fleet carried out its duties in home and foreign waters during the late war, and that there was much trouble amongst the rank and file is equally well known.

SPECIAL CABLE

FAMINE RELIEF FUND.

STRAITS CONTRIBUTION.

GOVERNMENT VOTES \$125,000.

[China Mail Special]

SINGAPORE, Oct. 26.

The Straits Government voted \$125,000 to the China Famine Relief Fund.

HARBOUR MYSTERY.

TWO PEOPLE DISAPPEAR.

WERE THEY DROWNED?

A lighterman employed on board a Holt's lighter, reports his wife and son missing. They left the lighter soon after 9 o'clock last night in a dinghy to go to his mother's lighter some distance away, and were not seen again. He made enquiries on board his mother's lighter, but learned that his wife and son had not been on board. The man believes that the dinghy capsized, and that its occupants were drowned. The dinghy has not been found.

SHIP ABLAZE.

"HOCK-LEE" DAMAGED.

UPPER DECK DESTROYED.

A fire broke out on board the s.s. "Hock-lee," in the Kwong Fook Hing ship yard at Samshupoo last night. The flames, which originated in the cook house, spread rapidly and soon enveloped the upper structures of the vessel. The police and the Kowloon fire brigade turned out and after a strenuous struggle, put out the flames, but not before the upper deck of the vessel was destroyed. The damage done to the ship is not yet known. The "Hock-lee" is insured for \$70,000.

A STRIKE IN THE

OLDEN DAYS.

THE WOOD PICKERS

COME OUT.

Time. The Paleolithic Age. Scene. Interior of a small cave, poorly furnished with stone seats and a bed of cut grass. A few stone spear heads are in one corner. A woman and child are crouching over a smoky fire. Enter the lord and master, a hirsute gentleman of somewhat ferocious appearance. The lord and master sits down despondently, munching an old bone, and they begin to talk in a language which (for the benefit of the uninitiated) has been modernised.

The wife. Why are you so gloomy, lord and master?

The lord and master. By the mammoth's teeth, the news is bad, woman. The wood pickers are on strike.

The wife. Strike? What is that? I do not know what it means.

The lord and master. How should such a thing so low and mean as you understand the doings of their masters in this world? But (condescendingly) as I have nothing better to do and you do not seem to have a meal prepared with which I can amuse myself, I will explain. First tell me, however, what summereth in yonder pot?

The wife. The shoulder and thigh bones of the ox slain by my master but one moon ago.

The lord and master. (Smacking his lips) Good, a savoury morsel. And what to follow?

The wife. A few steaks of Plesiosaurus which I obtained by barter from Long Nose's woman.

The lord and master. (Graciously) The meal can do. So now to tell you of the strike. All the wood pickers have declared that they will gather no more wood unless they each receive two larger portions of meat than they have been given up till now.

The wife. And does this mean that I and little Flopears (pointing to the child crawling around picking up the bits of meat that have dropped from its father's bone and sucking its fingers with gurgling noises) will have no wood to-morrow for our monthly dresses?

The lord and master. Yes, it means that unless the Chief can settle the matter (and few men can give two larger portions of meat) we shall all go about without any covering.

The wife. (Shuddering) How dreadful! And Flopears and I were in a few days to go to Rattails party and they are to have Ichthyosaurus back. But how can we go in these old faded dresses?

The lord and master. It looks as though—What do you want, Bitten Leg? (to another equally ferocious looking individual who has just put his head round the entrance to the cave).

Bitten Leg. I am taking round the news. The strike is settled. The wood pickers have agreed to go on with their work if one portion of meat is added to their charges.

The lord and master. That's a relief. I was getting desperately anxious over my hunting costume.

The woman and Flopears execute a kind of war dance and the gloomy atmosphere disappears.

IGNORANCE NO EXCUSE.

MOTORISTS PROSECUTED.

COMMANDER KILGOUR, R.N., FINED.

Before Magistrate Orme this morning, Traffic Inspector Garrod summoned Commander Kilgour, R.N., at the instance of Lance Sergeant Nicol and Indian Constable B188, for (1) leaving motor car No. 289 unattended in Pedder Street at 2 p.m., on October 11, and (2) driving the said car through Ice House Street (Brokers' Alley) without a permit, on October 13.

Commander Kilgour admitted the charges, but said that he was ignorant of the regulations, which were put in force during his absence from the Colony. He had been away for over two months. He left the car unattended for a few minutes only.

Inspector Garrod said that cars must not be left unattended in Pedder Street until after 5 p.m. Commander Kilgour's car was left outside the Hongkong Hotel for about 25 minutes. This regulation had been in force about four months now, and was published in all the papers.

The other regulation, the Inspector admitted, had been in force about two months only, but the meaning of all motor signs was given in the licence, and there was no excuse for ignorance.

The Magistrate fined Commander Kilgour \$5 on both charges.

MAJOR CAUTIONED.

Major Sturgess, R.G.A., who last week failed to appear before Magistrate Smith to answer a charge of driving a motor cycle in Kennedy Road, a thoroughfare closed to traffic, appeared in Court this morning. Defendant said that on the day in question, he drove up Garden Road, through Macdonnell Road to Kennedy Road. There was no disc at the junction of Macdonnell Road and Kennedy Road, and consequently, he thought the road was open. Inspector Garrod admitted that there was no disc at the junction of Macdonnell and Kennedy Roads, but said there were discs at either end of Kennedy Road. A disc had now been put up at the junction. Major Sturgess had been warned once before, and when the police saw him on the road a second time, they naturally summoned him.

THE MAGISTRATE DISCHARGED THE DEFENDANT WITH A CAUTION.

OTHER CASES.
The driver of the Hon. Mr. Ho Fook's car, No. 296, who was next charged with passing on the left side of a stationary tram car, pleaded "guilty" and was fined \$5.

A Chinese gentleman who was charged with driving Mr. Kitting's car, No. 432, without a driver's licence, admitted the offence and was fined \$5.

Mr. J. A. Lam, of the Java-China-Japan Line, pleaded "guilty" to driving motor cycle No. 233 in Ice House Street (Brokers' Alley) without a permit, but said that he did not know that it was unlawful.

Inspector Garrod said that there was a disc at either end of the alley. There was no excuse for not knowing the meaning of the discs, as all motor signs were explained in the licence.

A fine of \$5 was imposed. For passing on the left side of a stationary tram car in Des Voeux Road, the chauffeur of motor car No. 68 was fined \$5.

Charged with driving motor car No. 280 without a driver's licence, a Chinese gentleman pleaded "guilty," and was fined \$5.

The chauffeur of motor car No. 402, who was charged with having an insufficient rear light on his car, said that he did not know that the light was dim until his attention was called by the police.

A fine of \$5 was imposed.

PORTUJES AT LAW.

ASSAULT CHARGE.

ALLEGED DISORDERLY CONDUCT.

Before Magistrate Smith this morning, a Portuguese named Joaquim Bernardo, of No. 13, Mosque Street, summoned Joao Maria Gutierrez, for (1) assault at No. 14, Robinson Road, on October 15, and (2) disorderly conduct by using abusive and insulting language at the same place.

The defendant was also summoned by his wife, Flora Laboury Gutierrez, of No. 14, Robinson Road, on four counts, namely (1) trespass into her house, (2) using insulting and abusive language, (3) assault, and (4) damaging property. All these offences were also alleged to have been committed by the defendant on October, 16.

Mr. H.K. Woo who appeared for the defendant, told the Magistrate that Mr. Leo d'Almeida for the prosecution, was down with the dengue fever, and unable to attend Court. He therefore asked that a remand be granted.

The Magistrate fixed November 2 for the hearing of the case.

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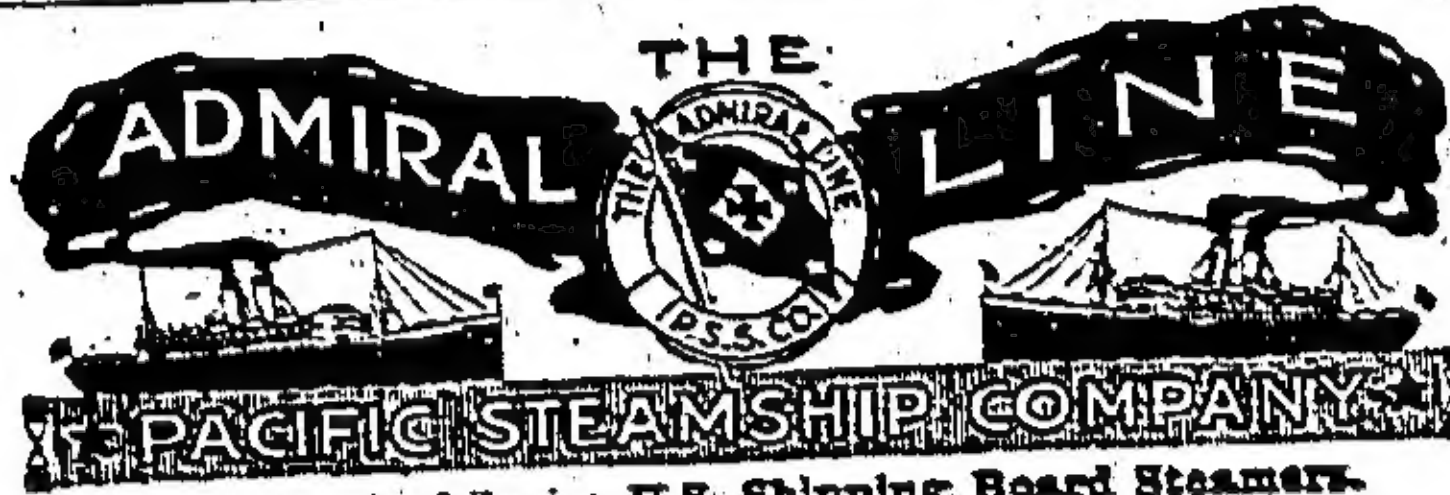
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SHANGHAI	CHENKAI	Oct. 28, at Noon	
WEIHAIWEI, CHEFOO & TIENTSIN	CHENKAI	Oct. 29, at 8 p.m.	
SHANGHAI AND TIENTSIN	CHENKAI	Oct. 29, at 4 p.m.	
AMOI, SHANGHAI AND TIENTSIN	CHENKAI	Nov. 2, at 4 p.m.	
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Private buildings, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

CALCUTTA'S UNTOLD WEALTH.

INDIA'S PULP WOOD.
ENORMOUS WAR PROFITS.

In Calcutta, the chief legacy of the war was a large fund of capital amounting at least to £300,000,000 or £400,000,000—seeking industrial investment. The fund had accrued from war and post-war profits on manufactured jute, hides, iron and steel, cotton yarn and piece goods, paper, building materials, engineering processes, and so forth. Calcutta had no excess profits tax until after the struggle was over. Those who could not, or did not take any part in the fighting made the most of their opportunity.

The most interesting result has been an extraordinary boom in company promotion, the Stock Exchange list of miscellaneous industrial activities, comprising everything from soap and biscuits to locomotive and steel rail factories, has expanded from some 50 to some 200. At the same time, a large amount of new capital has gone back into the older jute, coal, and cotton activities. Yet another factor in the new industrial boom has been the appearance in Calcutta of some of the leading British firms, driven to seek not merely new markets, but new manufacturing centres for their processes by the high costs of production at home.

FUEL RESOURCES. Messrs. Thomas Nelson and Sons, the chief proprietor of one of the leading London newspapers, are in the field in the hope of exploiting India's pulp resources. A large combine of leading steel-producing firms of the United Kingdom is busily acquiring sites on the Hooghly for the manufacture of heavy engineering plant, and, ultimately, it is said, for the purposes of shipbuilding. Messrs. Selfridge and the proprietors of the Ritz Hotel are credited with the intention of bridging the *lacuna*—they are considerable in Calcutta's hotel accommodation.

For the most part this industrial activity is, I think, perfectly sound. The resources of India, and, more especially of the area which constituted the old province of Bengal, are limitless. On the west and south-west of Calcutta iron and coal exist in the same contiguity as in Lancashire, and numerous other minerals are already being exploited in that region on commercial lines. An official high in the Geological Survey assures me that, given capital, the development of the district of Singhbhum in the next 30 years should rival that of Pennsylvania or Westphalia during their great period of industrial expansion.

DEMAND FOR ROUSES. This industrial revolution, which promises so well, provided there exists in India a Government able and willing to ensure security, has not been without its effect on Calcutta's social life. Well over a thousand ex-officers have been absorbed by the Calcutta commercial houses, old and new since the Armistice. Even a returned Calcutta resident who has been absent but a few months stands amazed at the dense stream of motor traffic in the principal streets. The clubs are filling up to the point of congestion, and the house problem has become prodigious.

THE VAGARIES OF WAGES.

At the recent hearing of the Industrial Court of the claim by the engineering and shipbuilding trades unions for increases in wages, a considerable portion of the evidence brought by the workers' leaders was by way of comparisons between the earnings of various classes of skilled men both within and without the engineering and shipbuilding trades. The earnings of the average engineer were compared with those men who have charge of rolling mills in steel works, with London omnibus drivers, and with others, and it was urged that, relatively, the engineer's regards wages, was in a most unfavourable position.

Supposing that this type of argument is carried to its logical conclusion, it is interesting to reflect how far it leads. Take the steel worker as an example: It is well known that the wages at present being paid to workers in charge of processes in steel works may reach the figure of 30s. per week; in fact, recently in a number of Sheffield steel works managers pointed out to their directors that they were earning less than may be of the men under their charge. It is a well-known fact that on piece-work it is not uncommon for the workers to be receiving more money than the head foreman in charge of the whole shop, who sometimes is in receipt of more than the manager above him. That this is illogical and offers little inducement to men to gain advancement must, of course, be granted. The wage disparity in the case of various sections and individuals in any industry, district or works is at present the cause of very great discontent. In a measure, it is the outcome of the war and its conditions. Prior to the war there were, of course, many anomalies, but they were the result of conditions which had very gradually developed around industrial growth and were regarded as inseparable from the industry or trade in which they were operative.—*Engineering.*

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REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Saloon and State-rooms. Excellent Cuisine.

SWATOW, AMOI & FOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS CAPTAIN LEAVING.

HAIDONG Capt. J. S. Thomson FRIDAY, 29th Oct. at Noon.

HAICHING Capt. A. H. Stewart TUESDAY, 2nd Nov. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

General Managers.

DOUGLAS LAPRAIK & Co.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"Montrose" 15th November.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

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JAPAN

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P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NOTARA"	6,900	13th Nov.	MASSILLAS LONDON & A'werp.
"DILWARA"	5,400	15th Nov.	Singapore, Colombo & Bombay.
"NELLORE"	6,883	26th Nov.	MASSILLAS LONDON & A'werp.
"SOALI"	6,712	10th Dec.	Do.
"DEVANHA"	8,100	17th Dec.	Do.
"SUTIA"	6,702	21st Dec.	Do.
"PLASSY"	7,346	21st Jan. 1921.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	16th Nov.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	29th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.
"KANOWA"	7,000	3rd Nov.	Do.
"ST. ALBANS"	4,500	22nd Dec.	Do.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	26th Oct.	Shanghai and Japan.
"JAPAN"	6,000	1st Nov.	Shanghai and Japan.
"DILWARA"	5,400	4th Nov.	Shanghai only.
"SOMA"	6,700	11th Nov.	Shanghai and Japan.
"KANOWA"	7,000	15th Nov.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cables are fitted with Electric Fans free of charge.
Steerage and sleeping dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, and books, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU	Monday, 15th Nov., at 11 a.m.
TOYOHASHI MARU	Friday, 26th Nov., at 11 a.m.
FUSHIMI MARU (omit Manila)	Tuesday, 14th Dec., at 11 a.m.
KATORI MARU	Tuesday, 28th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

SADO MARU	Friday, 29th Oct., at 11 a.m.
BITANO MARU	Friday, 13th Nov., at 11 a.m.
INABA MARU	Friday, 26th Nov., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU	Sailing from Singapore, Friday, 19th November.
LIMA MARU	Sailing from Singapore, Monday, 13th December.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU	Sailing from Singapore, End of November.
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SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Wednesday, 17th Nov., at 11 a.m.
TANGO MARU	Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Suez.

TSUYAMA MARU	Saturday, 13th November.
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SOUTH AMERICAN PORTS via Cape.

HAKODATE MARU	Sailing from Singapore Beginning of December.
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BOMBAY & COLOMBO via Singapore.

JINSHU MARU	Thursday 28th October.
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CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU	Tuesday, 28th October.
SHINSEI MARU	Thursday, 4th November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 20th Nov., at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

BOMBAY MARU	Wednesday, 27th October.
TOBA MARU	Thursday, 28th October.
KAMO MARU	Saturday, 20th October, at 11 a.m.
TAIAN MARU	Sunday, 7th November.

For further information apply to—

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone Nos. 292 & 293.

SHIPPING.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

FOR VICTORIA AND VANCOUVER, B.C.
VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "MATTAWA"

Will be despatched from Hongkong on or about
the 29th October.

Through Bills of Lading issued to
Canadian and U. S. Overland points.

For space & further particulars, apply to—

P. A. COX,

Acting General Agent,
C. P. O. S. Ltd.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Oct. 28th
SHINYO MARU	22,000	Nov. 2nd
PERIA MARU	9,000	Dec. 2nd
KOREA MARU	9,000	Dec. 17th
SIBERIA MARU	20,000	Dec. 31st

(Leaving call at Shanghai.) (Calling at Keelung.)

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALL O, VOLLEND, AR CA & IQUITO.

THENCE BY TRANS-ANDALUS ROUTE TO SEVILLA, ALGER, GENOA, LONDON, &c.

STEAMERS	TONS	LEAVE HONGKONG
SEITO MARU	14,000	Nov. 9th
TOYO MARU	15,000	Dec. 9th
KITO MARU	17,000	Jan. 10th 1921

*Cargo only.

For full information regarding passage, freight and sailings, apply to—

Y. TSUTSUMI, Manager.
King's Building, Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

KAIPING

COAL. COKE FIREBRICKS.

KAILAN MINING ADMINISTRATION

HEAD OFFICE—TIEN-TSIN.

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Contracts Solicited for Bunkering Ships
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And All Leading Japan Ports.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two Slipways and can accommodate any craft

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Town Office: 54, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 456.

Shipyards: Shum-Sui-Fo, Kowloon, Hongkong. Telephone No. 3.

Estimates furnished on application. Hongkong, April 1, 1912.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

From MIDDLESBRO, LONDON AND STRAITS.

HE Steamship

"BENYENUE"

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns

and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf

and Godown Co., Ltd., wharves and/or

from the wharves delivery may be

obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

28th inst., will be subject to rent.

All claims against the Steamer must

be presented to the Underwriter on or

before the 4th November, or they will

not be recognised.

All broken, chafed and damaged

Goods are to be left in the Godowns,

where they will be examined on the

28th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, October 21, 1920.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

S.S. "WEST JESSUP,"

From SEATTLE.

THE Steamship

"WEST JESSUP,"

having arrived from Seattle via ports

on October 19th, 1920, Consignees

are hereby notified that their cargo

is being landed at their risk into the

hazardous and/or Extra-Hazardous

Godowns of the Hongkong and Kow-

loon Wharf & Godown Co., Ltd.,

Kowloon, and stored at Consignees'

risk.

Consignees of Cargo must produce

an Import Permit signed by the

Superintendent of Imports and Ex-

ports, Hongkong, before Bills of

Lading will be countersigned.

All broken, chafed and damaged

goods are to be left in the Godowns

where it will be examined at 10 a.m.

on Oct. 26th, 1920, by the Company's

Surveyors Messrs. Carmichael &

Clarke.

All claims must be presented within

ten days of the steamer's arrival

here, after which they cannot be

recognised. No claims will be

recognised after the goods have left

the Godowns and cargo undelivered

on and after October 20th, 1920, will

be subject to rent.

Consignees are requested to send in

their Bills of Lading for counter-

signature immediately.

STRUTHERS & DIXON, INC.,

Agents for Div. of Opr. U. S.

Shipping Board,

Emergency Fleet Corporation.

12, Des Voeux Road, Central.

Hongkong, October 20, 1920.

STRUTHERS & DIXON, INC.

NOTICE TO CONSIGNEES.

From BALTIMORE.

THE Steamship

"WOONSOCKET,"

Having arrived from Baltimore via

ports on 21st Oct., 1920, consignees

are hereby notified that their cargo is

being landed at their risk into the

hazardous and/or extra-hazardous

Godowns of the Hongkong & Kow-

loon Wharf & Godown Co., Ltd.,

Kowloon, and stored at Consignees'

risk.

Consignees of cargo must produce

an Import Permit signed by the

Superintendent of Imports and Exports,

Hongkong, before Bills of Lading will

be countersigned.

All broken, chafed and damaged

goods are to be left in the Godowns

where it will be examined at 10 a.m.

on October 29th, 1920, by the Company's

Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within

ten days of the steamer's arrival here,

after which they cannot be recognised.

No claims will be recognised after the

goods have left the Godowns and cargo

undelivered on and after October 31st,

1920, will be subject to rent.

Consignees are requested to send in

their Bills of Lading for counter-

signature immediately.

STRUTHERS & DIXON, INC.,

Agents.

1st Floor, Powell's Building,

12, Des Voeux Road, Central,

Hongkong, October 25, 1920.

SHIPPING



PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.
Operating the New First Class Steamers
"ECUADOR" "VENEZUELA"
"COLOMBIA"
HONGKONG TO SAN FRANCISCO.
via SHANGHAI, KOBE, YOKOHAMA, & HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
Sailings from HONGKONG at NOON.
"VENEZUELA" ... Wednesday, Nov. 3rd.
"ECUADOR" ... Wednesday, Dec. 1st.
"COLOMBIA" ... Wednesday, Dec. 29th.
SEA-CHAI-HONGKONG.
CALCUTTA & RANGOON.
U. S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO.
PACIFIC MAIL S.S. CO.
HOTEL MANHATTAN.
Telephone 341. Cable Address "SOLANG."

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Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

Amalgamated with

COSMOPOLITAN SHIPPING Co., NEW YORK. GREEN STAR LINE, NEW YORK.

Operating Baltimore via Panama service, to the Far East.

For MANILA.

"WEST ISON" 14th November.

Motor Rugs

You will soon be in need of a Rug for your car.

We now have a splendid range in the newest colours and smartest patterns.

Prices range from \$14.50 to \$90.00 each.

GLOVES—MUFFLERS—SWEATERS—ULSTERS.

MACKINTOSH & CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

SPORT.

YESTERDAY'S CRICKET.

H.K.C.C. "A" v. C.R.C. "A".

The above match, which was played on the C.R.C. ground on Saturday, resulted in a win for the Hongkong C.C. by 45 runs.

The scores were—

H.K.C.C.

L. M. Whyte, run out	12
J. D. Humphreys, c. Lai Kuen, b. Yew	42
W. D. Wilson, b. Lai Kuen	23
R. A. Green, b. Yew	0
H. A. Sawyer, b. Yew	10
H. E. Hollands, run out	30
D. D. Nicholl, not out	47
J. C. Fletcher, not out	14
Extras	14

Total (for 6 wickets, declared) 178

L. J. Davies, E. Grimble, and B. O. Blaker did not bat.

Bowling Analysis.

Wong Po Keung	8	0	55	0
Lai Kuen	10	0	45	1
Wong Sik Chung	4	0	12	0
Yew Man Hon	8	0	27	3
Lo Man Pan	4	0	28	0

C.R.C.

Lo Man Pan, c. Blaker, b. Fletcher	18
Wong Po Keung, c. Blaker, b. Wilson	0
Yung Hin Lun, c. and b. Sawyer	18
Yew Man Hon, c. Blaker, b. Fletcher	39
Lai Kuen, not out	27
Chan Ting Sung, b. Wilson	15
Wan In Shing, b. McNicoll	0
Lee Hon Chee, run out	2
Wu Pak Fuk, not out	10
Extras	3

Total (for 7 wickets)—132

Wong Sik Chung and Cheung Wing Kui did not bat.

Bowling Analysis.

Wilson	7	5	11	2
Sawyer	4	0	34	1
Fletcher	8	1	44	2
Hollands	3	0	12	0
McNicoll	6	1	14	1
Humphreys	3	0	14	0

INTERPORT TRIAL.

There will be a practice game on the Hongkong C.C. ground tomorrow, Wednesday, commencing 2.15 p.m., for which the following have been selected—R. Hancock, T. E. Pearce, Major Bagnall, G. R. Sayer, R. J. D. Woodhouse, C. Blaker, E. B. Reed, Capt. Davies, Capt. Oliver, Lieut. Franks, Lieut. Graham, Major Edwards, R. E. O. Bird, F. H. Farthing, F. J. de Rome, A. E. Wood, Capt. Gray, A. J. Alexander, W. C. D. Turner and Rev. Purcell.

FOOTBALL.

QUEEN'S COLLEGE MATCH.

Teams representing the "Past" and "Present" met on the College ground at Causeway Bay, on Sunday afternoon, when a large gathering of present and past pupils of the College were present to bid *bon voyage* to Mr. B. Tanner, the Headmaster who is going home on well earned leave.

The game was very interesting. The present pupils played exceedingly well, but the old boys were a little too good for them and won by 4 goals to 2 after a very enjoyable and clean game. Ip Kau and Ko Kin Fan were responsible for the old boys' goals, scoring two each.

INTERPORT SHIP COMPETITION.

Last week the "Ambrose" Stokers and the L7 XI met in the final for

defence were poor. The Army on the other hand, had a well balanced team, very aggressive in their attacks and stubborn in the defence. Their three-quarters were very fast, and were all over the sailors.

The Army pressed at the start, and for along time the oval was in Navy territory, with an occasional attempt by the sailors' three quarters to get away, only to be promptly brought to earth. Capt. Tomory scored one try for the Army soon after play started. Lieut. Emerson scored a sound game and scored two tries in quick succession. Lieut. Mortimer added a fourth try for his side. Capt. Murray converted two of the tries, and when the match ended, the Army were the winners by sixteen points (two goals and two tries) to nil.

CLUB v. ARMY.

This match will be played on the Club ground on Thursday, the 28th inst., commencing at 5.15 p.m., sharp. The Army will play in white and the Club in colours.

The following is the Club team—J. W. Albaster; G. A. V. Hall, A. M. D. Wallace, R. J. Hall, and A. G. Simpson; V. G. Smyth and G. E. Roberts; H. G. Baxter, N. A. Harper, N. C. McNamara, A. H. Cobb, C. J. Cooper, W. J. Hope, W. R. Andrews, and J. Ralston (Captain).

BILLIARDS.

PALACE HOTEL TOURNAMENT.

Last night's games in the Palace Hotel Handicap Billiards Tournament, resulted as follows—

C. McNab Wilson (—125) beat S. Kelly (—100), 250-223.

Wilson's highest breaks were 26, 20, 17 and 16; and Kelly's 23, 16 (twice) and 15.

J. Parkes (—200) beat W. Hill (—125) 250-177.

Parkes compiled breaks of 38, 20, 17 and 16, while Hill's best was 15.

Only one game will be played to-night commencing at 9 p.m. when D. Urquhart (—100) will meet T. P. Cane (—150).

TENNIS.

SHANGHAI CHAMPIONSHIP.

The final of the Shanghai tennis singles championship played last week resulted in J. Tanaka, the holder of the title, being defeated by W. S. A. Fox, of the Columbia Club, by 6-4, 6-2.

Tanaka held the title for two years, but in the match with Fox his play was disappointing, and although Fox was handicapped by a wrenched knee he beat the champion in convincing fashion. Fox, who is a brilliant and forceful player, with "a terrific smash," will represent the Northern Settlement in the Interport matches with Hongkong, and the Shanghai papers hope that the new champion will be at the top of his form by then, when he should be relied upon to give the Hongkong players a run for their money. Tanaka, we understand, will also represent Shanghai in Hongkong.

BOWLS.

TAIKOO "AT HOME"

The closing of the Taikoo Bowling Green took place on Saturday, when the members of the Club were "at home" to the other Bowling Clubs. The green was gallily decorated with flags, and a large gathering of interested spectators was present. After several rinks had been played, Mr. McLachlan called upon Mrs. D. Templeton to present the prizes, after which she was presented with a bouquet in a silver vase.

The Club Championship Cup, presented by Mr. G. T. Edkins, was won by Mr. James Sloan. Mr. Neil Drummond was second and Mr. J. Muirhead third.

Single Handicap, prize presented by Mr. D. Templeton: 1st, John Sloan; 2nd, T. Grimshaw; 3rd, J. McLachlan.

Single Handicap, prize presented by Mr. J. Dalziel: 1st, James Sloan; 2nd, S. Young; 3rd, D. Morrison.

Pairs Competition, prize presented by Mr. J. W. Patson: 1st, J. Mac Lachlan and G. McLeod; 2nd, N. Drummond and S. Amery.

Rink Competition, prize presented by Mr. K. E. Greig: 1st, T. Grimshaw, M. O'Brien, C. Dickens, C. Young; 2nd, D. Morrison, W. Weir, R. Duncan, A. Holland.

Spoon Competition results—First rink: J. MacLachlan, James Sloan, O'Brien and Weir; Second rink: Hamilton, Morrison, J. Sloan and T. Young; Third rink: Pathe, Jones, Seccombe, Foulds and Blake; Fourth rink: Holland, Rudd and Bines; Fifth rink: Dickens, Dixon and Greig.

SHANGHAI'S HEALTH.

FATAL ANTHRAX CASE.

HEALTH OFFICER'S WARNING.

The Public Health so far as Shanghai is concerned may perhaps be summed up by saying that we have come through the summer very well, observes Dr. Stanley, the Health Officer, in his report for September. Though cholera threatened, the incidence of acute diarrhoea, of choleraic type has never been more than moderate, and has scarcely caused any abnormal increase in the mortality rate. Latterly there was an increase in dysentery, of which disease 13 cases and 4 deaths were reported among the resident foreign community.

A fatal foreign case of anthrax was reported in which the infection appears to have been derived from a shaving brush. The brush in question had no mark indicating its origin; anthrax was not found on examination, but after using a new brush a few times it is to be expected that anthrax spores may have been washed away. Several such cases have during recent years been reported in Europe as certainly derived from shaving brushes made of horse hair from the Far East. This fatal case will serve as an indication of the danger locally, although the chance of being infected is remote, the present being the first foreign case of anthrax reported in Shanghai for many years. Shaving brushes should be avoided unless purchased from reputable firms and from good makers. Those of Far Eastern origin should be avoided. It would be advisable, after thorough washing with soap, to immerse any recently purchased shaving brush in 20 per cent. formalin in water for 24 hours.

Preparations are being made to begin a vaccination campaign early in October so as to get the community protected before smallpox comes. The position as regards smallpox in Shanghai is that the public generally are well vaccinated, most cases coming in from outside or occurring among recent arrivals both foreign and Chinese.

SHIPPING DISPUTE.

THE MEETING AT JARDINE'S.

"COMMENT NECESSARY."

Mr. J. Watson, Secretary of the Marine Engineers' Guild of China, wrote to the *Shanghai Times* on October 20—

In mentioning the protest of this Guild against the attempt of the Chairman of the Indo-China S. N. Co. to divert members' interests by laying before them certain terms with-out reference to this Guild, Mr. Johnstone, at the annual meeting of shareholders said: "Finally, so long as any members of the floating staff of the Indo-China Co. care to call at the office of the Company to see me or any of my successors, to discuss their own or the Company's welfare, I refuse to surrender the right to see them."

Mr. Johnstone has most ingeniously made it appear that the members in question called, at their own desire, to discuss the matter with him. The following order, circulated to the Masters of all ships in port, was issued the day before—

"You are particularly requested to attend an important Meeting concerning the Floating Staff to be held at this office in the Board Room at Noon the 24th instant. Kindly ask the Chief and Second Engineers, also the Chief and Second Officers to be present."

This was an order to attend, not a desire on the part of the Floating Staff "to call at the office of the Company to see me or any of my successors." Moreover, no reason for this order was given, the Company being subtle enough to conceal from the employees the matter on which they were summoned to attend. They were not aware that these matters were to be discussed until they were assembled in the Board Room. Comment is needless.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are signs of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the culture beds, which form in a child's throat when it has a cold, and minimize the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

MATTERHORN TRAGEDY.

TERRIBLE ACCIDENT.

HANGING ALL NIGHT ON A JUTTING CRAG.

A terrible accident has occurred on the Matterhorn.

Five climbers from Lausanne, four men and one woman, had made the ascent during the day, and were returning, the woman and two men on one rope, and two men on the other, when the two men fell. One man named Thaler, aged 30, was killed on the spot, and the other, Gloor, aged 20, seriously injured. The rope caught on a jutting crag of rock, and the pair hung suspended at either end throughout the night. The others reached Zermatt and gave the alarm, and seven guides set off to the rescue. With much difficulty they succeeded in releasing Gloor from his terrible situation and recovering the body of Thaler. Gloor was found to have a deep wound on the head and several ribs broken.

With infinite difficulty he was brought down to the first cabin, and thence to the Black Lake Hotel, where he received medical attention. He is probably even in the world—

There is no mountain in Europe, or probably even in the world, which enjoys such a sinister reputation as the Matterhorn. Its very appearance, isolated and always capped with a wisp of cloud, is enough to lend credibility to the legend which, until the middle of last century, was universally held among the Swiss, that it was haunted. From Zermatt, it looks like a vast snow covered pyramid, 14,800 feet high, whose peak is just a trifle out of alignment—and its fascination has lured many first class climbers and guides to their death.

The Matterhorn was one of the last Alpine peaks to be ascended. Its conquest in 1865—just over 80 years ago—recalls the thrilling story of how on their exultant return from the summit the rope which tied the party together snapped, and four men were dashed over a 1,000 feet precipice. Lord Francis Douglas, the Rev. Charles Hudson, Mr. D. Hadow, and a guide were killed instantly, the bodies of the last three now resting side by side with many other mountaineers in the little churchyard at Zermatt. The body of Lord Francis Douglas has never been found.

The name of Mr. Edward Whymper, who organised the party, will always remain inseparably associated with the Matterhorn; for his attempts to conquer it covered a period of 20 years, and in seeking the valour of his endeavours it is essential to note that in all almost a score of climbers have since lost their lives on this fatal peak.

Of recent years the most thrilling experience on the Matterhorn was that which befell a party of Swiss who were enveloped in a violent thunderstorm near the summit. In this storm they were obliged to spend the night, with the result that one of them died and another was severely injured.

Teo Tean Seng, managing proprietor of Chop In Cheong Tek Kee, wine and spirit merchants, who, a few weeks ago, was fined \$100,000 in the Kuala Lumpur Police Court, has entered notice of appeal on the ground that the verdict was against the weight of evidence and wrong in law. Ng Guan, who in connection with the same case was fined \$70,000, has also entered notice of appeal.

DAIRY FARM NEWS.

CHEESE

New shipments just received:—

GOUDA CHEESE	80 cents per lb.
EDAM CHEESE	" " "
AMERICAN CREAM CHEESE	" " "
GRUYERE CHEESE	" " "
Our own makes:—	
PIONIO CHEESE	30 " jar.
CREAM CHEESE	30 " pat.

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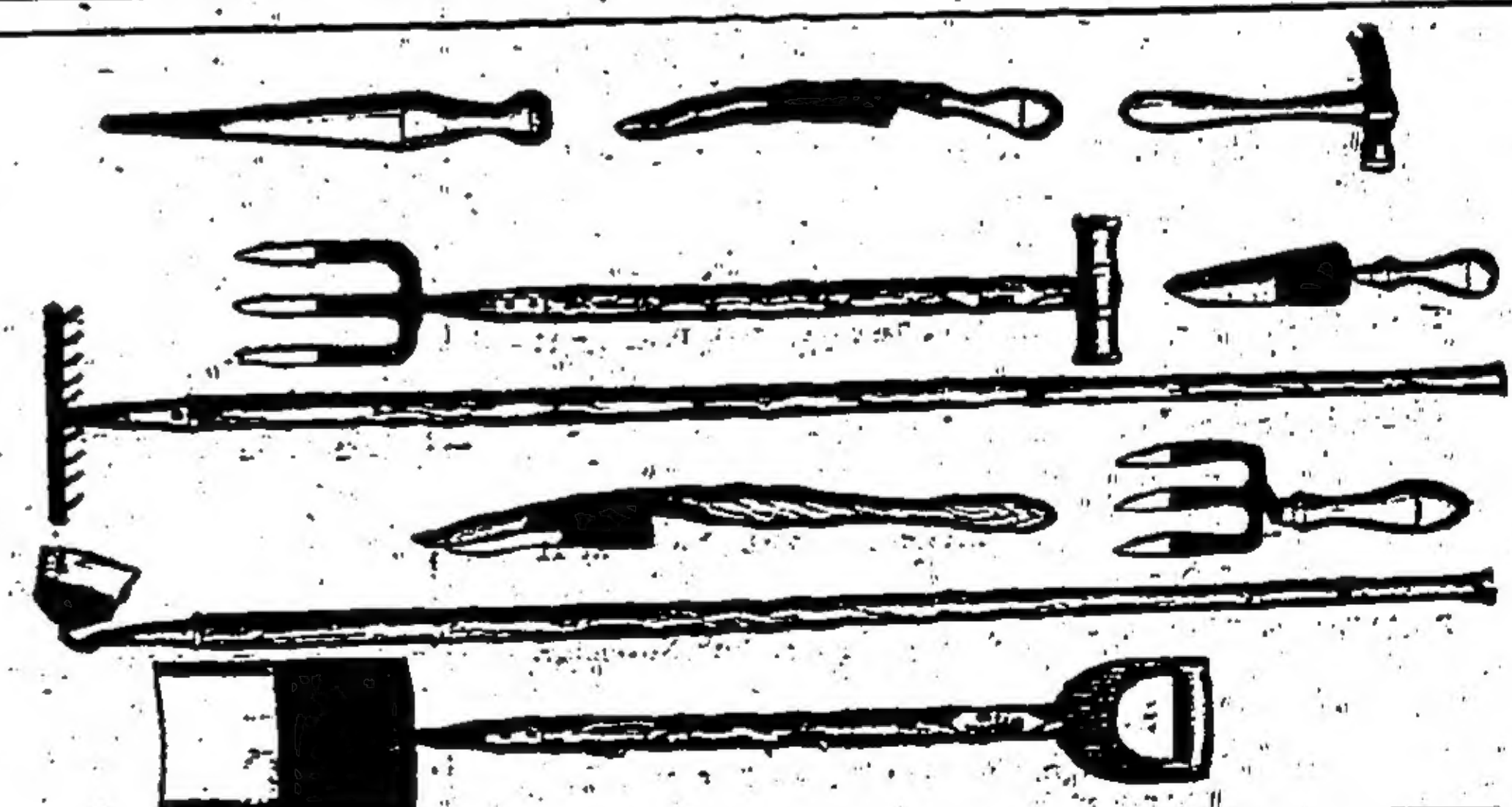
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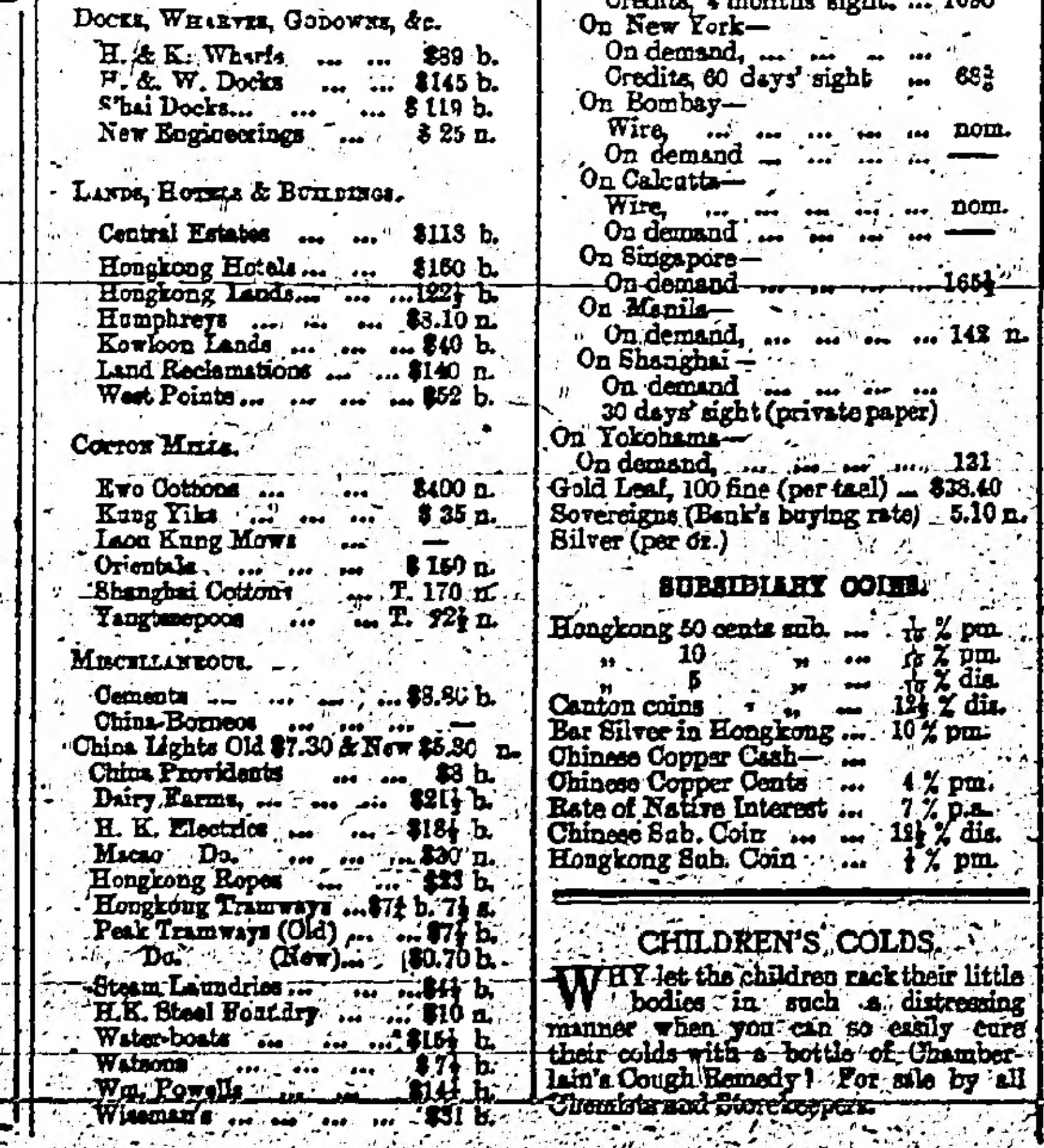
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AND MACAO.

DEPT. OF THE ARMY

G. HASHIZUMI
Manager,
Hongkong, September 12, 1930;



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G. HASEGAWA
Manager.

Hongkong, September 17, 1900.

ENTERTAINMENTS

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Oct. 30.—B. F. Telamon.
Nov. 14.—P. & O. Diliwa.
14.—B. F. Antiochus.
15.—B. F. Atreus.
22.—B. F. Elpenor.
23.—B. F. Tydeus.
27.—B. F. Pelorus.
29.—B. F. Telamon.
Dec. 1.—B. F. Orestes.
10.—P. & O. Duna.
13.—B. F. Agapenor.
19.—B. F. Demodocus.
19.—B. F. Remos.
27.—B. F. Alcinous.
28.—B. F. Hector.
Jan. 3.—B. F. Rhesus.
5.—B. F. Lamedon.

FROM YAPLE.

Oct. 27.—N. Y. K. Jimbo Maru.
28.—E. & A. Eastern.
28.—N. Y. K. Sado Maru.
29.—B. L. A. Thorla.
31.—P. & O. Tydorus.
30.—B. F. Jason.
31.—B. F. Idomenus.
Nov. 6.—N. Y. K. Toyama Maru.
12.—P. & O. Novara.
14.—B. L. A. Tachia.
20.—B. L. A. Jason.
25.—P. & O. Yellora.
29.—E. & A. Kanowna.
Dec. 1.—E. & A. Kanowna.
5.—B. L. A. Taoda.
7.—P. & O. Siam.
9.—P. & O. Somali.
13.—B. F. Mammon.
14.—B. L. A. Diliwa.
16.—P. & O. Dervana.
30.—B. F. Pyrrhus.
31.—E. & A. St. Albans.
Jan. 3.—P. & O. Sicilia.
7.—B. F. Mischon.
17.—B. F. Onia.
21.—P. & O. Flasy.
Feb. 3.—P. & O. Delta.
13.—P. & O. Khiva.

FROM MANILA.

Nov. 16.—B. F. Ixion.
Dec. 4.—B. F. Talthybius.
14.—B. F. Tydorus.
Jan. 16.—B. F. Teucer.
Feb. 7.—B. F. Ixion.

FROM BOMBAY.

Nov. 2.—P. & O. Diliwa.
29.—P. & O. Duna.

FROM CALCUTTA.

Oct. 30.—B. L. A. Japan.
Nov. 15.—B. L. A. Tanda.

FROM MELBOURNE AND SYDNEY.

Nov. 10.—E. & A. Kanowna.
Dec. 4.—E. & A. St. Albans.

FROM YANQUEER.

Nov. 3.—C. P. O. S. Empress of Japan.

FROM SAN FRANCISCO.

Oct. 23.—T. K. E. Saiyo Maru.

FROM SEATTLE.

Oct. 26.—B. F. Ixion.
Nov. 23.—B. F. Talthybius.
Dec. 13.—B. F. Tydorus.
Jan. 5.—B. F. Teucer.
18.—B. F. Ixion.
Feb. 18.—B. F. Talthybius.
Mar. 10.—B. F. Tydorus.

FROM LOS ANGELES.

Nov. 4.—L. A. P. N. Vinita.
30.—L. A. P. N. West Hills.

The G.P.O.S. R.M.S. "Empress of Russia" arrived at Singapore on Oct. 5 (a.m.) left there on Oct. 23 (a.m.), and is due at Kobe on Oct. 27 (a.m.).

The E. & A. s.s. "Kanowna" left Sydney for this port on Oct. 23 with the Australian mails, and is due here on Nov. 10.

The Raffles Hotel new dance floor—easily the largest and best in Singapore—is now in commission. Built in front of the hotel and open to the breeze on three sides, the room is delightfully cool, and with an excellent floor on which there is any amount of room to avoid bumping, Raffles now has a decided acquisition.